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Aruba's new terminal building at the Beatrix Airport was inaugurated Nov. 8 with Astronaut Gordon Cooper and Mrs. Cooper as guests of honor. (see pages 4 & 5).

Aruba su edificio nobo na Aeropuerto Beatrix a 8 inaugurado Nov. 8 cu Astronauta Gordon Cooper y Sra. Cooper como huespedes di honor. (mira paginas 4 y 5).

## U.S. Astronaut Cooper Is Guest of Honor at Opening of New Airport Terminal

Another milestone in air travel and tourist promotion was reached on November 8, 1972 with the inauguration of Aruba's new terminal building at the Princess Beatrix Airport. The modern, slate-blue-and-white building is located north of the runway on an elevation facing the two former terminal buildings with the emerald-green lagoon, the mangrove-covered reef and the blue Caribbean sea in

the background.

The official opening was performed by Minister of Finance F. J. Tromp who cut a ribbon at the Arrival Hall after disembarking from ALM's DC-9 "Aruba". Immediately following this, some 200 carrier pigeons were released marking the inauguration which was attended by a huge crowd.

The "Aruba", the first plane (Continued on page 4)

## II Exposicion di Arte Popular Ta Atrae Mas y Mehor Calidad di Obra

Un multitud grandi a drenta Sociedad Bolivariana Club ariba Diasabra, November 11, pa mira e centenares di obranan di arte na exhibicion den e II Exposicion di Arte Popular.

Un programa musical y cu baile dilanti di e edificio a ser teni promer cu e apertura oficial cual a tuma lugar 5:30 p.m., cu e actuacion di Invaders Steel

Orchestra y un grupo mayor y uno hubenil di e Arubaanse Dans en Ballet School. Esaki a ser sigui door di un speech cortico di Hefe di Departamento di Cultura y Educacion, Sr. Hubert Booi, kende a gradici participantes, y tur esnan cu a contribui na e exito di e exhibicion.

Organizá pa di segundo anja, e exhibicion aki a atrae 435 obra di arte di 148 artista amateur. (Esaki ta compara cu 309 obra recibi di 125 artista na 1971). Esakinan ta inclui pintura cu pen y ink, cu verf di azeta, decoupage, collage, handwerk, trabao cu ceramica, y hopi obra di man usando un variedad grandi di material, manera korki, casca di webo, macaroni, cuero, penchi pa colga panja, boonchi y hasta cabey!

E exhibicion, cual no solamente a surpasa den cantidad, si no tambe calidad, ta continua atrayendo hopi bishitantes diariamente di 5 p.m. pa 10 p.m. E lo keda habri pa publico te cu Diadomingo, November 19.

(Continúa na pagina 2)



Numerous visitors swarm the Sociedad Bolivariana Club during opening of the II Exposition of Popular Art on November 11.

Numeroso bishitante a yena club Sociedad Bolivariana durante apertura di II Exposicion di Arte Popular ariba November 11.



Head of Department of Culture & Education, Hubert Booi welcomes visitors, thanks participants and all who assisted in the II Exhibition of Popular Art.

ARUBA



Lago Oil &amp; Transport Co., Ltd.

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## II Popular Art Exhibition Exceeds Last Year's in Number and Quality

A large crowd streamed into the Sociedad Bolivariana Club on Saturday, November 11, to view the hundreds of art works on display in the II Exhibition of Popular Art.

The official opening, which took place at 5:30 p.m., was preceded by a musical and dance program in front of the building with the performance of the Invaders Steel Orchestra and an adult group and youth group of the Aruba School of Dance and Ballet. This was followed by a short speech by the Head of the Department of Culture & Education, Mr. Hubert Booi, who thanked the participants, and all who contributed towards the success of the exhibition.

Organized for the second consecutive year, the exhibition this time drew 435 works of art from 148 amateur artists. (This compares with 309 entries by 125 artists in 1971). The entries include pen and ink drawings, oil paintings, decoupage, collage, needlecrafts, ceramic work and elabo-

rate handicrafts using a wide variety of materials, such as: cork, egg shells, macaroni, leather, clothes' pins, beans and even hair!

The exhibition, which not only surpasses expectations in number but also in quality, continues attracting many visitors daily from 5 p.m. to 10 p.m. It will remain open to the public through Sunday, November 19.

Just like last year, there are prizes available for the three best art works selected by popular vote. The prizes of Fls. 500, Fls. 250 and Fls. 150, respectively, have been donated by Lago this year.

### Exposicon

(Continuá di pagina 1)

Mescos cu anja pasá, tin premio disponible pa e tres mehor obranan cual ta selectá pa voto popular. E premionan di Fls. 500, Fls. 250, y Fls. 150, respectivamente, a ser duná door di Lago e anja aki.



Press representatives visiting Lago on November 10 are entertained here by Lago's PR personnel (l to r): PR Manager Oscar V. Antonette, Exxon Manhattan Editor Mary Ellen Bomar, ANP's Telephone News Service Head Bert Wildenburg, Communications Section Head Albert Eman, and Amigoe di Aruba Editor Jos van der Schoot. Bishitantes hunto cu personal di PR: (r pa d) Gerente di PR O. V. Antonette, Editora di Exxon Manhattan Mary Ellen Bomar, representante di ANP Bert Wildenburg, Hefe di Seccion di Comunicacion di PR A. C. Eman y Redactor di Amigoe di Aruba Jos van der Schoot.



The Invaders Steel Orchestra entertain visitors before opening of the II Exhibition of Popular Art at Sociedad Bolivariana November 11.



Spectators enjoy the Antillean tumba performed by the Aruba Dance and Ballet Group. Below, a youth group dances the mazurka.



Large array of beautiful handmade lamps and decorations are shown here on display. In the background, wall plaques and paintings. Surtido grandi di lampi y decoracionnan bunita traha na man ta ser muestra aki. Banda patras, un variedad di cuadro y pintura.

# Gerencia Ta Contesta Bo Pregunta : Pa Contesta: No. 5 Pa Pregunta: No. 3500

## Management Answers Your Questions

For Answers: Dial 5 - For Questions: Dial 3500



**Q. I would like to know if writing of "safety talks" is a duty of all Process operators?**

A. Giving safety talks is considered to be a duty of process operators, but it is more than that. The operator is regarded as a leader by his crew, and it is the responsibility of every leader, in any situation, to assure the safety of those he leads. Our operators, in making safety talks to their crew, should regard this as a privilege rather than a duty.

**Q. Some time ago we were able to see with our own eyes the two flares of Lago, and we could read Lago's propaganda to fight "air pollution" in Aruba. But, now my question is this, if Lago really wants to fight air pollution in Aruba, why doesn't Lago burn low sulfur fuel in Lago's furnaces?**

A. There are two major reasons why we do not burn low sulfur fuel in Lago's furnaces. First, it is not necessary to do so and, second, it is economically unacceptable. Now a word of explanation on these two points. When we say it is unnecessary to burn low sulfur fuel here, it is because our stacks discharge high into the atmosphere where winds blow the fumes rapidly out to sea and away from our populated areas. The burning of low sulfur fuels is required only in highly industrialized areas which are densely populated and where the fumes normally do not dissipate because of stagnant air. So our efforts have been to minimize smoke from our furnaces and carry any fumes safely out to sea. To ensure this, we have built taller stacks, installed fuel gas scrubbers, and placed smokeless tips on our

flares, to name a few of the larger projects. In addition, of course, we continuously monitor the air in and around the refinery with recording instruments to insure that air quality is at all times acceptable from a health standpoint.

Concerning the second point on the economic aspect of burning low sulfur fuel, this fuel is expensive when compared to our normal fuels. Our ability to burn high sulfur fuel is a major competitive advantage over other refiners, many of which are now burning lower sulfur fuels because they are located in areas with stagnant air. In fact, if we were restricted in our ability to burn high sulfur fuels, Lago's operations would barely be profitable. Our very existence as a major refinery would be at stake in the event that we had to continuously burn low sulfur fuels.

**Q. How many Esso companies are there in the world?**

A. There are about 50 major Jersey (Esso) affiliates throughout the world, plus many more wholly or partly owned smaller companies.

**Q. Why can't Management raise the "maximum thrift loan" a little more so that one can get a little more money to help out so that you don't have to go and borrow from another firm or bank, spoil your situation, while you have your own money in the Thrift Plan?**

A. Present loan regulations permit a participant to borrow up to six months' salary and in special cases an additional six months to liquidate mortgage, purchase, construct or renovate his house. These maximums already have an adverse effect on employee take-home pay. Increasing the maximum would only tend to increase this adverse effect.

**P. Mi kier sabi si skirbimento di "safety talk" ta un deber pa tur operadornan di Process?**

C. Dunamento di "safety talk" ta considera como un deber di process operators, pero e ta mas cu esey. E operator ta ser mirá como un lider di su grupo, y ta a responsabilidad di cada lider, den cualkier situacion, pa asegura seguridad di esnan cu e ta guia. Nos operatornan, den conducimento di "safety talk" na nan grupo, mester mira esaki como un privilegio y no como un obligacion.

**P. Poco tempo nos por a lesa y nos por a weita cu nos wo-wo e dos flarenan na Lago, y por a tende Lago su propaganda di ta bringa "air pollution" na Aruba. Pero, mi pregunta ta, si en verdad Lago kier bringa "air pollution" na Aruba, pakiko Lago no ta kima "low sulfur fuel" den su furnanan na Lago?**

C. Tin dos motibo principal pakiko no ta kima "low sulfur fuel" den Lago su furnanan. Primeramente, no ta necesario pa haci esey y, segundo, e ta inacceptable economicamente. Awor un palabra di splicacion tocante di a dos puntonan aki. Ora cu nos bisa cu no ta necesario pa kima "low sulfur" aki, esey ta pasobra nos stacknan ta descarga halto den atmosfera caminda biontonan ta supla e humanan rapidamente afor pa lama y pafor di lugarnan poblá. E kimamento di "low sulfur fuels" ta ser requeri solamente den lugarnan altamente industrializá cualnan ta hopi poblá y caminda e humanan normalmente no ta plama pa motibo di aire cu no ta circula. Peseu nos esfuerzonan ta pa reduci huma for di nos furnanan y hiba sin peligro cualkier huma pa lama. Pa asegura esaki, nos a traha stacknan mas halto, nos a instala "fuel gas scrubbers", y a pone boquera pa controla huma ariba nos "flarenan", pa nombra algun di e proyectonan mas grandi.

Ademas, naturalmente, constantemente nos ta test e aire den y rond refineria cu instrumentonan di midi pa asegura cu e calidad di aire tur ora bai ta aceptable for di punto di bista di salubridad. Concerniendo e segundo punto tocante di e aspectonan economico di kimamento di "low sulfur fuel", e fuel aki ta caro ora cu compare-le cu combustiblenan normal. Nos abilidad pa kima "high sulfur fuel" ta un ventaha principal cu ta competi cu otro refinerianan, hopi di nan cual awor ta kimando "low sulfur fuels" pasobra nan ta situá den lugarnan cu tin aire cu no ta circula. En realidad, si nos ta limitá den nos abilidad pa kima "high sulfur fuels", Lago su operacionnan apenas lo a ser ventahoso. Nos mera existencia como un refineria principal lo ta un riesgo den caso cu nos mester a kima "low sulfur fuels" continuamente.

**P. Cuanto refineria Esso tin na mundo?**

C. Tin como 50 afiliado principal di Jersey (Esso) den henter mundo, ademas di hopi companianan chikito di cual Jersey ta donjo completo of parcialmente.

**P. Pakiko Management no por hiza e "maximum thrift loan" un poco mas pa asina bo por haya un poco mas placa pa yuda bo, ya bo no tin mester di bai fiya na otro instancia, danja bo situacion, siendo cu bo tin placa den Thrift Plan, y bo no por haya mas?**

C. Regulacion actual di prestamo ta permiti un participante di fia te cu seis luna di pago y, den casonan special, seis luna adicional pa paga hypotheek, cumpra, construi of renoba su cas. E maximonan aki ya caba tin un efecto contrario ariba empleado su pago cu e ta hiba cas. Aumenta e maximo simplemente lo aumenta e efecto adverso aki.

# U.S. Astronaut Cooper Guest of Honor at Opening of New Airport Terminal

(Continued from page 1)

to use the new platform which can accommodate five DC-8 jets and four other planes, also brought several Ministers and other guests from Curaçao, among whom Ministers J. F. Tromp and D. G. Croes. The latter as Minister of Economic Development on behalf of the Central Government transferred the building to the Island Government by handing a key to Lt. Governor O. S. Henriquez.

Adding prominence to the occasion were guests of honor Astronaut Gordon Cooper and Mrs. Cooper. Colonel Cooper was the first astronaut to stay in space for over 34 hours, while making 22 orbits in May 1963. In a subsequent space flight, he spent 8 days in orbit.

The speakers during the inauguration included Ministers Tromp and Croes, Lt. Governor O. S. Henriquez, Alderman Virgilio Kock and Astronaut Cooper.

With the added facilities, the new terminal building is one of the best in the Caribbean area and is capable of quickly handling the huge line of tourists from jumbo jets. It is the largest in capacity in the Netherlands Antilles and has the longest landing area in the Caribbean (3500 meters).

The two-story building, with a six-story-high control tower, includes several new features compared with the old terminal building that has been in service since 1950.

The spacious Central Hall, which has a floor space of 3000 square meters, contains 26 counters for the airline companies through which some 800 passengers per hour can be handled. There are also 8 immigration desks and two customs control desks, a post office, a fountain, and seats for 80 persons in this hall.

The air-conditioned Departure Hall on the first floor covers an area of 800 sq. meters with capacity for 200 seats, for stores, a bar, and a customs counter.

The Arrival Hall has a floor space of 360 square meters with 12 immigration desks, 20 seats and a first-aid room.

The Luggage Hall on the west side has an area of 2000 square meters and contains two lug-

gage transporters, five customs conveyors, a tourist information desk and 8 hot lines with hotels. Here 355 passengers can be handled in about 20 minutes, when maximum personnel is available.

On the second floor there is an air-conditioned Public Waiting Room with capacity for 480 seats, and a "wave-out" terrace which can accommodate 130 persons. There is also a Lounge and bar with 40 seats and a restaurant with seating capacity for 125 persons, and a soda bar. The second floor also houses several offices for the airline management personnel, the island administration offices, and a crew room on the east side, and central government offices for customs and immigration personnel on the west side.

The total parking area can accommodate about 675 cars, while 560 stalls are reserved for the public who must pay parking fees.

Work on the building began in 1970 by prime contractor Petrona & Croes, which erected the building, while Elga Aruba installed the air-conditioning equipment, and Antem N.V. handled the electrical installations.

The airport project was built at a cost of NAFIs. 6,700,000 while the inventory had cost Fls. 450,000. The total project was financed by the European Economic Community. The building was designed by and built under supervision of the Netherlands Airport Consultants.

The new terminal building offers employment to 320 persons, including 20 for janitorial service. The Airport Director is E. G. F. Vos and A. A. T. van Herwaarden is the Deputy Airport Director and Chief Air Traffic Control.



Astronaut Gordon Cooper (at right) meeting Minister of Finance J. F. Tromp, introduced by Lt. Governor O. S. Henriquez (center).



Minister of Finance J. F. Tromp inaugurating new terminal building.



Other speakers at the inauguration were (l to r): Lt. Governor O. S. Henriquez, Alderman Virgilio Kock, and Astronaut Gordon Cooper.



Guests and spectators in the Central Hall.



1st Dakota Airport Terminal (1934-1942).



2nd Dakota Airport Terminal (1942-1950)



3rd Terminal

# Astronauta Cooper Huesped di Honor na Apertura di Edificio di Aeropuerto



ribbon at Arrival Hall witnessed by numerous persons.

Minister D. G. Croes after a speech transferred the building on behalf of the Central Government to the Island Government.



Minister

The upstairs Restaurant with 125 seats.



Departure Hall with accommodation for 200 passengers.

Un punto memorabel den bia-hamento aereo y promocion di turismo a worde alcanzá November 8, cu habrimiento di Aruba su edificio di estacion nobo na vliegveld Prinses Beatrix. E edificio moderno, gevef blau cla y blancu, ta situá pa nord di e pista di aterrizaje, ariba un elevacion cu su parti dilanti ta mira e dos estacion anterior y awa di lagoen berde, rif cubri cu mangel y tras di esey lama blau di Caribe.

Ministro di Finanza F. J. Tromp a haci e apertura oficial, cortando e sinta na e sala di yegada, despues cu el a baha for di ALM su DC9 "Aruba". Mes ora despues 200 paloma a bula bai for di nan haula, marcando asina e inauguracion presencia pa un multitud grandi.

E jet "Aruba" ta esun di promer cu usa e plataforma nobo, cu tin lugar pa cinco jet DC8 y cuater otro avion.

El a trece tambe varios ministro y otro huespednan for di Corsow, entre nan Ministronan J. F. Tromp y D. G. Croes. E ultimo aki como Ministro di Desaroyo Economico, na nomber di Gobierno Central, a pasa e edificio na Gobierno Insular, entregando un yabi na Gezaghebber O. S. Henriquez.

Huespednan di honor Astronauta Gordon Cooper y Señora Cooper a duna prominencia na e ocasion. Coronel Cooper ta promer astronauta cu a keda den espacio mas cu 34 ora, haciendo 22 orbita na Mei 1963. Durante un vuelo despues el a keda 8 dia den espacio.

E oradornan tabata Ministronan Tromp y Croes, Gezaghebber Henriquez, Diputado Virgilio Kock y Astronauta Cooper.

Cu su facilidadnan nobo, e edificio di estacion ta un di e

mihornan den Caribe y e tin capacidad pa atende e linja largo di turistanan cu ta yega den aeroplano jumbo. E ta esun di mas grandi den capacidad den Antillas Hulandes y e tin e pista di aterrizaje mas largo den Caribe (3500 meter).

E edificio di dos piso, cu su toren di control cu ta seis piso halto, ta inclui varios facilidad cu e edificio bieu — cu ta na uso for di anja 1950 — no tabatin.

Su Sala Central, cu un superficie di 3000 meter cuadrá, tin 26 toonbank pa e companianan aereo pa medio di cual 800 pasahero por worde atendí pa ora. Tin tambe 8 lessenaar pa agentenan di imigracion y dos lessenaar di control pa aduana, un postkantoor, un fontein y asiento pa 80 persona.

E sala pa pasaheronan saliente, na promer piso ta airecondicioná y ta cubri un espacio di 800 meter cuadrá cu capacidad pa 200 lugar di sinta, cuater paca, un bar, y un toonbank pa aduana.

E sala di yegada tin espacio di 360 meter cuadrá cu 12 lessenaar pa agentenan di imigracion, 20 stoel y un cuarto pa promer ayudo medico.

E sala pa equipaje na parti pabao tin un espacio di 200 meter cuadrá, y tin dos carusel pa equipaje, cinco transportador pa aduana, un lessenaar di informacion pa turistanan, y 8 linja di telefon pa hotelnan. Aki 355 pasahero por worde atendí den 20 minuut, ora cu e maximo personal ta na trabao.

Den segundo piso tin un espacio airecondicioná caminda publico por sinta warda, cu capacidad pa 480 stoel, y tambe un balcon cu capacidad pa 130 persona unda por saluda pasahero. Tin tambe un salon cu bar y 40 stoel, un restaurant pa 125 persona y un soda bar. E di dos piso tin tambe lugar pa varios oficina pa gerencia di linja di avion, oficianan di administracion insular, un cuarto pa tripulacionnan na parti pariba, y oficianan pa empleadonan di gobierno central di aduana y imigracion, na parti pabao.

E lugar di parkeer auto tin lugar pa 675 vehiculo, caminda

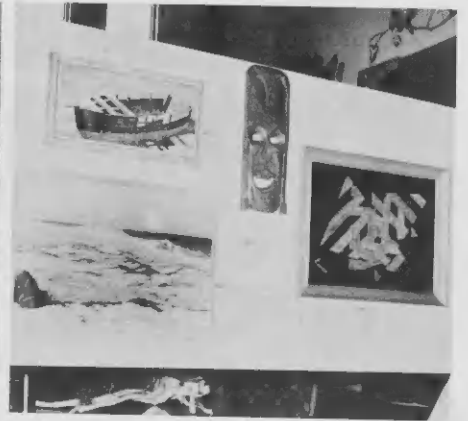
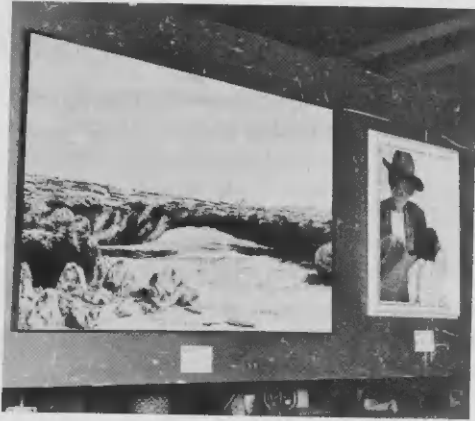
(Continuá na pagina 7)



(1955); Named Beatrix Airport in 1955.



4th Terminal at Beatrix Airport (Nov. 8, 1972...)



# II Exhibition of Popular Art Opened in Bolivariana November 11



## Aeropuerto Nobo

(Continuá di pagina 5)  
 tin 560 espacio reservá pa público cu mester paga pa parkeer.

Trabao riba e edificio a cuminsa na 1970 door di e contratista principal Petrona & Croes, cual a traha e edificio, mientras Elga Aruba a instala equipo di airecondicionado, y Antem N.V. a keda encargá cu instalacionnan electrico.

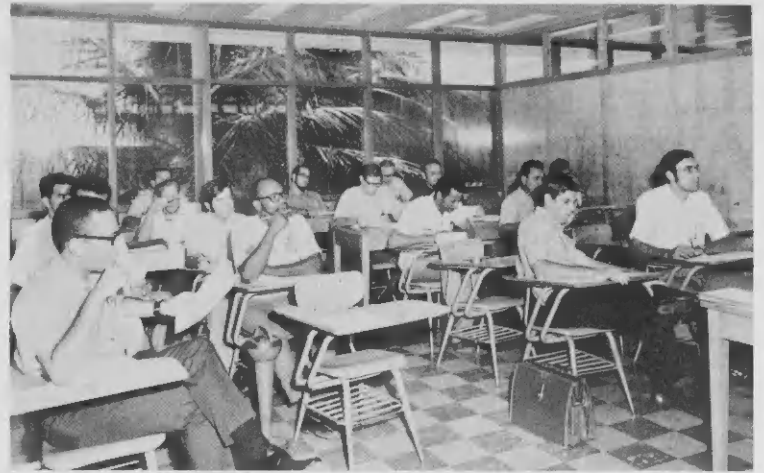
E proyecto di aeropuerto a costa 6,700,000 florin Antillano, y su inventario a costa 450,000

florin. Henter e proyecto a worde financiá door di Comunidad Económico Europeo. Su disenyo ta di Netherlands Airport Consultants (NACO) cual compania tambe a tene supervision riba su construccion.

E edificio terminal nobo ta duna trabao na 320 persona, entre nan 20 pa tene e lugar limpi. Gerente di Aeropuerto ta E. G. F. Vos y A. A. Th. van Herwaarden ta asistente Gerente di Aeropuerto y tambe Hefe di Control di Tráfico Aereo.



Early this month, some thirty-six employees of Mechanical Engineering followed a short course on "Attractiveness of Investment" given by W. J. Eldridge. Coordinator of the course was Lee D. Knight.



Na principio di e luna aki, como trenta y seis empleado di Mechanical Engineering a tuma un curso tocante "Attraccion di Inversion" duna pa W. J. Eldridge. Coordinador di e curso tabata Lee D. Knight.

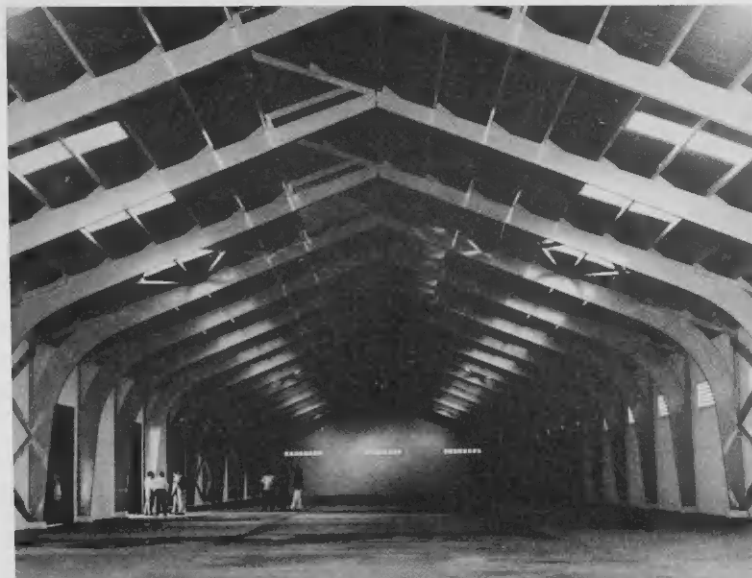
## Machinery Alignment Training Continues for Mechanical Tradesmen



This is the second class of Mechanical tradesmen who are following a one-week Machinery Alignment Course, which was also attended by an employee of the Amuay Refinery. At right, Juan B. Rodriguez Loreto, a rotating equipment engineer at Amuay Refinery, receives his certificate for completing the course from Instructor Rufo De Mey (at right) while course coordinator Malcolm Murray looks on.



Esaki ta e segundo klas di artesanos di Mechanical kende la siguiendo e Curso pa Alinja Maquinaria di un siman, cual tambe un empleado di Amuay Refinery a atende. Na drechi, Juan B. Rodriguez Loreto, un ingeniero pa equipo rotativo na Refineria di Amuay, la recibi su certificado pa e curso di Instructor Rufo De Mey (na robey), mientras coordinador di e curso Malcolm Murray ta mirando.



The industrial building is 75 ft. wide and 300 ft. long. E edificio industrial ta 75 pia hancho y 300 pia largo.



The first industrial building in the Oranjestad Free Zone was opened on October 31, 1972. The building will serve as an international distribution center to house storage, assembling and packaging operations directed mainly for export. Built by the Firm of Holman & van Eerden, the project costing Fls. 337,700 was financed by Holland under the 1st Phase of the Multi-Year Plan. The fenced-in area of the Free Zone is 6 acres, with some three acres adjacent to that area. E promer edificio industrial den Zona Libre di Oranjestad a ser habri Oct. 31. E edificio lo sirbi como un centro internacional di distribucion pa varios operacion di exporte. Traha pa Firma Holman & van Eerden, e proyecto a costa Fls. 337,700 y tabata financia pa Promer Fase di e Plan di Desaroyo di Multi-Anjas.